

RIPLEY PREDICTS GREATEST YEAR IN SANTA FE'S HISTORY

E. P. Ripley, president of the Santa Fe railway, is more optimistic than he has been for a long time. In fact, he is strongly of the opinion that his road has just entered upon the most prosperous year in its history. This optimism is begotten of the splendid crop conditions throughout the territory tributary to his lines, and doubtless it will result in the resumption by the Santa Fe of improvements at a standstill throughout the period of depression. In discussing existing conditions in Chicago the other day, Mr. Ripley said:

"The indications are that we are to have a fair wheat crop, a fair cotton crop and a big corn crop. The fiscal year just begun promises to be as good a year as the road has had, and I am hoping that it will turn out better. It should—we have 300 miles more of road in operation. No, there's no use talking about the divided rate now. It won't be decided until October and the directors haven't begun to talk about it yet."

The Texas Cut-Off

Concerning the Texico-Coleman cut-off of 310 miles, to complete the company's direct route from the Pacific to the gulf, and other new work, Mr. Ripley said:

"About half of this extension, all we will complete this year, is under contract and the work on the whole line will be pushed as rapidly as it can be economically done. The company has no other extension work on hand for this year. It is true that surveys and estimates are being made on the projected line of the Northwestern Pacific, north of San Francisco, but whether this work will be done, and when, depends largely upon what the estimates show. The work will be very expensive, and it remains to be proved whether it will pay. Some 118 miles of construction on that line will run close to \$100,000 to the mile. Surveys had been made before, but the papers were all burned in the San Francisco fire. The traffic which this road would get is now moved by water, several rivers running down the western slope to the coast, but this service is not altogether to the liking of the shippers, being slow and infrequent."

More Double Tracking

"We are still proceeding regularly with the double tracking of the main line, and by the end of this year, or shortly thereafter, we will have 600 miles of double track west of Chicago. By that time there will be only forty miles of single track on the route from Chicago to Kansas City. Within this portion of the road we are now finishing up the work on seventy-five or eighty miles of second track. There are also about 200 miles of second track on the other side of Kansas City."

In regard to the probability of the Santa Fe extending its Louisiana line, now only about 200 miles distant from New Orleans, into that city, Mr. Rip-

ley said that it might at some future time become the destiny of the road to enter New Orleans, but that the company had no such plans at the present time.

The cut-off in western Texas will give the Santa Fe a low-grade connection with its gulf system, and is of supreme importance to a vast territory, and will establish the Santa Fe as a direct competitor of the Southern Pacific, giving it the shorter of the two lines by seventy miles, between San Francisco and Galveston.

Now Building 200 Miles

At Somerville, Texas, about 125 miles northwest of Galveston, a line of the Santa Fe branches off and runs to Beaumont. The Santa Fe also has a direct line between Galveston and Beaumont via Bolivar. The Jasper & Eastern division of the Santa Fe has already invaded Louisiana from a point north of Beaumont, and is heading in the direction of New Orleans.

By filling in this gap a new through trans-continental line between San Francisco and New Orleans will be established. The 310 mile cut-off which the Santa Fe is now building will connect with the so-called Belen cut-off at Texico, and with the gulf system at Coleman, Tex. Contracts covering 200 miles of the new line have already been let and construction work is in progress at several places along the route. No engineering or construction difficulties stand in the way of a quick completion of the line.

When the Belen cut-off was finished several months ago a new link in the trans-continental line was established, over it, and via Amarillo, Tex., and Winfield, Kan. All traffic to and from the gulf by way of the Santa Fe must now be routed via Winfield, which is nearly 500 miles longer than the new route which will be established when the Texico-Coleman cut-off is finished.

RAILROAD NOTES.

Engine 1651 was brought in today by Engineer C. Trainer exactly on time.

Fireman I. C. Hall has reported for duty again after a lay-off of some duration.

Engineer F. Peterson, Engineer C. C. Roberts and Fireman Harvey were on freight runs yesterday.

Engineer Clarence Roberts is one of the Santa Fe employees that has reported for duty again after a lay off.

Engineer Charles P. Warner has resumed duty after a lay off, and yesterday went up to La Junta on his run.

Guss Peterson was at the throttle of engine 1207, that brought in No. 2 yesterday. He reports his engine in first class shape.

J. A. Talley is complaining that there are too many firemen sick on the road and laying off at other than

home terminals. Mr. Talley announces that in the future they will have to deadhead on their own time.

A. Lome, engineer, and Fireman James Jackson, were on No. 10 yesterday, on the run between Albuquerque and this city.

Superintendent of Shops W. A. George expects to leave Albuquerque in a few days for Vermont, where his wife has been spending the summer. Mr. George will accompany his family back to Albuquerque.

Mrs. Ralfour, wife of William Ralfour, Santa Fe agent, accompanied by her daughters has arrived in Albuquerque from Peabody, Kan., where they have been visiting relatives for the past five months. Mr. Ralfour was recently appointed agent in the Duke City, being promoted from the agency at La Junta.

Sixty-five miles of steel for the new Tucumcari and Memphis railroad have arrived in the yards at Tucumcari and the big sawing engine which saws up the rails is on the ground ready for business. It is an interesting feature of steel sawing that this engine will require 15,000 gallons of water a day to keep the saws cool. The work of laying the steel will progress as fast as the rails are sawed.

To supply more milk and cream and eggs and sandwiches for the rapidly increasing business of feeding the traveling public in the southwest, the Harvey eating house system will probably establish a big dairy farm at Del Rio, near Prescott, Ariz., if satisfactory leasing arrangements can be made with the owners of the property. J. Scott Robertson, a representative of Fred Harvey, was here during the week en route to Kansas City, after an inspection of the fine farming tract upon which it is proposed to locate the farm.

Fifty sheep were instantly killed, nearly a hundred injured and Edward Bordeaux was almost trampled to death when a Southern Pacific train ran into a flock of nearly 100 of the fleecy animals at a road crossing three miles south of San Jose, Calif., the other day. The passenger train was almost derailed. The accident happened when Bordeaux, a stock raiser, was transporting his flock of sheep to new pastures ten miles south of San Jose. Bordeaux was almost trampled to death beneath the feet of the frightened sheep.

The following notice has been posted at the local roundhouse. To all engineers: This is to advertise a vacancy for one engineer on the White Rock Canyon Tie Line. Salary to be \$90.00 per month with board, to be paid by the Tie Line people. He will hold seniority on this division. Engineer taking this run will do so with the understanding that he will stay until the work is finished. No deadhead time will be allowed for deadheading from Las Vegas to Domingue. The oldest engineer in point of seniority making application will be assigned to this run.

Instead of losing trains, as has been the rumor since the building of the Santa Fe cut-off, Las Vegas will have more trains this fall than ever before. The Santa Fe has decided to put an excess fare train on between Chicago and San Francisco for exclusive travel that is willing to pay the price. While the schedule has not been fully decided upon, the new train will have a faster schedule than the limited No. 3 and will give better and more costly service, if such a thing is possible. It will run three times a week. It is understood that the excess fare between Chicago and San Francisco will be \$15. Las Vegas will be one of the few places between the two terminals that the train will give passenger service to.

John Schaefer, the Hungarian machinist, employed in the Santa Fe roundhouse at Albuquerque, who was arrested Tuesday on a warrant sworn out by Vice Victovich, charging him with obtaining money under false pretenses, was found guilty on the charge by Justice of the Peace George R. Craig, and sentenced to pay a fine of \$25 and costs of the case. There was a wide discrepancy between the evidence of Schaefer and his witnesses and Miss Victovich and her witnesses. According to Schaefer, he obtained the \$25 from the Polish girl at 3 o'clock Tuesday morning, as a sort of loan, giving her five one hundred dollar bills as security. Schaefer was careful to explain, however, that he gave the girl to understand that the bills were just "funny money," as he explained it. But the court thought a timely lesson would do the defendant good, so found him guilty.

"Uncle Billy" Gunn, one of the veteran engineers of the Southern Pacific, who has won more than one medal for breaking speed records in his locomotive cab, has done another stunt which has set the railroad men of the west talking. He was "dragging" a special the other day carrying company officials and was between Lordsburg and Deming. He was handling a "Baldwin greyhound" with seven-foot, six-inch drivers. On this particular occasion he had a straight

track for about fifty miles and he "let 'er out." When he reached Deming, one of the leading officials approached him and inquired if he knew what time he was making at a certain point. Billy replied that he thought he was making ninety-two miles an hour. "The Dutch clock in our coach," returned the official, "showed we were making just 102 an hour." That is what might properly be called "going some."

The Dominion Construction company has been made defendant at Albuquerque in a suit filed in the district court there by the Western Wheel Scraper company for a claim of \$1310.70 for material sold to the company which recently undertook the construction of the Albuquerque Eastern railroad. Attorneys Collins and Stroup who filed the suit, also filed a suit in behalf of some ten minor creditors asking a total of \$328.62 for labor and other small claims.

With 4,000 men working night and day, rapid progress is being made in construction of the Copper River & Northwestern railway in Alaska, of which ninety-five miles are already in operation. The work on the road thus far this summer has consisted principally in the erection of steel bridges, replacing temporary pile structures. The first of the bridges completed some weeks ago consists of a 560 foot steel span. The second bridge will be nearly 200 feet longer than the first. The greatest work to be accomplished, however, is the construction of a cantilever bridge across the Copper river between Miles and Standish glaciers. Both these glaciers are active and discharge huge flows of ice which drift down the river. The bridge will be more than 1,800 feet long. The railroad when completed will be 160 miles long and will have cost twenty million dollars.

Intense Colicky Pains Relieved.

"For some years I suffered from intense colicky pains which would come on at times and from which I could find no relief," says I. S. Mason, of Beaver Dam, Ky. "Chamberlain's Colic, Cholera and Diarrhoea Remedy was recommended to me by a friend. After taking a few doses of the remedy I was entirely relieved. That was four years ago and there has been no return of the symptoms since that time." This remedy is for sale by all dealers.

Note is a fine thing, but it doesn't always enable a man to deliver the goods.

WIFE OF MURDERED MARSHAL IGNORANT OF HIS DEATH

An extremely pathetic incident in connection with the tragic death of Marshal Pete Barker, of Clayton, who was shot and killed at the Union county seat on Wednesday of this week, by Jailer Frank Garcia, the particulars of which were given in The Optic, is related by the Trinidad Chronicle-News as follows:

"Unconscious of the fact that she had been a widow for nearly 24 hours, Mrs. Peter Barker, wife of the former Clayton marshal, was singing in her hotel bedroom at the Coronado hotel this morning when a Chronicle-News reporter rapped at the door.

"The door was opened by a petite blonde woman with a happy smiling face. Rather taken aback the reporter asked:

"Are you Mrs. Barker, wife of the Clayton marshal?"

"Yes," she said and smiled showing a row of pretty white teeth. Fencing for time and hating to tell the woman what she apparently did not know, the reporter asked another question.

"Haven't you had any word from Clayton concerning your husband?"

"A look of alarm stole into her happy face and her blue eyes grew big with the premonition of something terrible that had happened.

"Why, no," she hurriedly replied. "He is going to join me here today; we are going to Idaho tonight for his vacation."

"Don't you know that your husband is dead?" said the reporter.

"With a horrified gasp the little woman tottered backward and grasped the iron footboard of her bed.

"Dead," she echoed, strained terror looking from her eyes. "Impossible. Why I only left him yesterday morning."

Then as kindly as possible the reporter told her that her husband had been shot and killed by Frank Garcia, the jailer at Clayton.

"That her husband was said to have been intoxicated and that he opened fire upon Garcia first, breaking the Mexican jailer's arm before the jailer retaliated by shooting him through the head, was spared the weeping little wife for these details will come

out soon enough and she will have to know them.

"Mrs. Barker did not read the newspapers and therefore did not see in last night's Chronicle-News the account of the killing of her husband by Garcia. She says that she and her husband were going to Idaho tonight where they would spend his vacation visiting relatives.

"She wished to do some shopping in Trinidad and Barker had to wait in Clayton yesterday until he could be paid by the county commissioners for his month's work. He was to have joined her in Trinidad today.

"The little woman collapsed for a few moments after hearing the dreadful news of her husband's sudden death, but bracing up hurried out to a telegraph office to send messages of inquiry. She will return to Clayton tonight on the 7:30 train.

"I do not know why somebody did not wire me of this last night," she said, when she could think of the matter calmly. "A number of my friends knew that I was in Trinidad and at the Coronado hotel.

"No, I do not think that there was any bad blood between Garcia and my husband and can not understand why he should have shot him."

"Mrs. Barker says that her husband was 29 years of age and that they have been married four years, living most of the time in Clayton, though she spends half of each year with her parents in Wichita, Kas. They have no children."

Washington's Plague Spots.

Lie in the low, marshy bottoms of the Potomac, the breeding ground of malaria germs. These germs cause chills, fever and ague, biliousness, jaundice, lassitude, weakness and general debility and bring suffering and death to thousands yearly. But Electric Bitters never fail to destroy them and cure malaria troubles. "They are the best all-round tonic and cure for malaria I ever used," writes R. M. James of Louellen, S. C. They cure stomach, liver, kidney and blood troubles and will prevent typhoid. Try them, 50c. Guaranteed by all druggists.

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We have about a dozen neat, serviceable wash dresses, all Spring styles, well made, perfect fitting and nicely trimmed, made from Gingham, Chambray, Madras, and Linen. These dresses are worth every cent of the regular price—just note the prices we have put on them to close them out.

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Some very pretty Waists, remnants of several lines, well and neatly made, nicely trimmed with embroidery and Val lace, worth from 75c to \$1.50, only 49c

A good variety of styles in a Batiste waist, trimmed with tucks, lace and embroidery, neat, serviceable and perfect fitting, worth \$1.75 for 97c

Another lot of Waists made from white Lawn, Linen and Fancy Waists, and white Madras with colored figures, a good variety of styles, worth \$1.50 to \$1.75, for \$1.09

GINGHAMS

Several pieces bordered Zephyr, Gingham, neat, desirable patterns, fast colors, very popular, worth 25c, for 19c

A nice assortment of fancy Zephyrs, 30-inches wide, fast colors, good patterns 25c, for 17c

32-inch best Scotch Gingham, fast colors and good patterns, worth 35c, for 25c

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We still have a few high class Hats, Spring and Mid-Summer styles, tastefully trimmed and worth \$5.00 to \$10.00 each. To close them out we will sell them at just

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Ladies' Oxfords, new, nobby models, worth \$3.50 and 4.00, for \$1.98

Men's Oxfords, the "Crossett" make, worth \$3.50 and 4.00, for \$1.98

Men's Canvas Oxfords, an ideal Hot Weather shoe, \$1.30

Boys' Oxfords in Patent leather and tan Calf, sizes 2 to 6, worth \$2.50 pair, for \$1.90

Barefoot Sandals, worth 75c, for 80c

" " " 85c, for 65c

" " " \$1.00, for 75c

Silence!

The instinct of modesty natural to every woman is often a great hindrance to the cure of womanly diseases. Women shrink from the personal questions of the local physician which seem indecent. The thought of examination is abhorrent to them, and so they endure in silence a condition of disease which surely progresses from bad to worse.

It has been Dr. Pierce's privilege to cure a great many women who have found a refuge for modesty in his offer of FREE consultation by letter. All correspondence is held as sacredly confidential. Address Dr. R. V. Pierce, Buffalo, N. Y.

Dr. Pierce's Favorite Prescription restores and regulates the womanly functions, abolishes pain and builds up and puts the finishing touch of health on every weak woman who gives it a fair trial.

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